

April 20, 2004

Stimson Lumber Company  
1000-1500 Hamilton Road  
Crescent City, California

*Notice of Proposed No Further Action* related to petroleum discharges.  
Comment Period ends **May 20, 2004**.

**Site History:** Since the 1940s, the property, located on Hamilton Road about 1 mile east of U.S. Highway 101, has been in Stimson ownership or owned by one of its subsidiaries, Rellim Redwood Company or Miller Redwood Company. The Miller Redwood facilities, constructed in the 1960s for processing redwood, were closed in 1994. No wood preservation processes were used at this site. Buildings remaining at the site include an office building and several maintenance and storage buildings formerly used for logging equipment. After extensive remediation work, the site was purchased with State and private funds and transferred to the California Department of Parks and Recreation on June 5, 2002.

**Site Topography:** The site is located in Mill Creek Valley near the confluence of the West Branch and East Fork of Mill Creek. Mill Creek Valley is a relatively narrow and flat floodplain surrounded by a relatively steep dissected mountainous terrain. Soils at the site are mapped as terrace alluvium consisting primarily of interbedded gravels and sands. The Mill Creek streambed cuts 6 to 15 feet through the terrace alluvium. The thickness of the alluvium is not known. Underlying the alluvium and forming the hillsides is bedrock that consists of fractured unmetamorphosed to slightly metamorphosed interbedded graywacke, shale, and conglomerate of the Franciscan formation. The site elevation is approximately 250 feet above mean sea level. The climate in the area is characterized as a coastal Mediterranean-type typified by high winter precipitation (70 to 115 inches per year) with short dry summers.

**Primary Source Remediation:** Thirteen underground storage tanks have been removed from the site. Tanks D1 through D7 were located in or next to the Truck Maintenance Shop. Tanks M1, M2, M3a, and M3b were located at the Hyster Shop. Tank R1 was located west of the Caterpillar shop. Tank SV1 was located on the east side of the Steam Vat Building. Below ground fuel supply piping which connected the aboveground storage tank facility with the fuel dispensers at the Truck Shop and Hyster Shop has been removed. Two diesel fuel dispensers located adjacent to the Hyster Shop have been removed. Onyx Environmental Services destroyed the on-site dynamite and other explosives. Off-site disposal of the herbicide Silvex from the Nursery area has been completed.

**Secondary Source Remediation:** Approximately 3,930 cubic yards of petroleum contaminated soil was removed from the Drainage Ditch, Bense Landing, Truck Shop Sump, Caterpillar Shop Sump, Hyster Shop Fuel Dispenser, Rigging Shed and the Underground Storage Tanks D1, D2, D3, D4, M3a, M3b and SV1 excavations. This soil was transported to the Medford, Oregon Dry Creek Landfill (3,915 cu. yds.) and the Kettleman City, California Landfill (15 cu. yds.).

**Groundwater Monitoring:** In July 2000, four monitoring wells, MW-1, MW-2, MW-3 and MW-4, were installed within 20 feet downgradient of the former UST D1 at the Truck Shop. In nine rounds of quarterly groundwater monitoring, only Total Petroleum Hydrocarbons as motor oil (TPHmo) were detected in one well, MW-3, during the January 2002 (330 ug/L) and February 2003 (250 ug/L) sampling events.

In January 2002, five monitoring wells, MW-5, MW-6, MW-7, MW-8, and MW-9, were installed near the Hyster Shop. In four quarterly monitoring rounds (February, May, August and November 2002), no organic compounds or elevated concentrations of metals were detected during these monitoring events.

**Conclusion:** The only contaminant detected in groundwater was TPHmo in MW-3 during the highest point (16 feet below ground surface) of the water table. This shallow smear zone is within 15 feet of the Truck Shop. TPHmo was not detected in the other three nearby wells. All four wells are located within 60 feet of the Truck Shop.

The properties of motor-oil range petroleum hydrocarbons, the low concentrations of TPHmo associated with monitoring well MW-3, and the distance to the East Fork of Mill Creek (720 feet downgradient) were used to develop a conservative fate and transport simulation. Using the results of this fate and transport simulation, the consultant for the Stimson Lumber Company estimates that constituents of TPHmo will not reach the East Fork of Mill Creek above 15ug/L in 1,000 years.

**Proposed Action:** No Further Action is proposed for the site.

**MtBE Status:** Groundwater analysis results indicated no MtBE present.

**Unless comments are received or new information is presented, Regional Water Board staff plan to concur with no further action upon conclusion of the comment period.** Please contact Ron Allen by telephone at (707) 576-2848 or email at [aller@rb1.swrcb.ca.gov](mailto:aller@rb1.swrcb.ca.gov) for all issues concerning the Stimson Lumber Company site.